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## IN THE CLAIMS

### Amendments To The Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

### Listing of Claims:

1-5. (canceled)

6. (canceled)

7. (Previously presented) A throttle body for controlling a throttle valve in an internal combustion engine, wherein a throttle opening sensor that detects opening of said throttle valve and an injector are disposed on opposite sides of a main body of the throttle body, and further comprising a plurality of throttle valves, wherein only two of the plurality of throttle valves are connected by a shaft.

8. (Original) The throttle body of claim 7, wherein each end of the shaft is rotatably supported through a bearing.

9. (Previously presented) A throttle body for controlling a throttle valve in an internal combustion engine, wherein a throttle opening sensor that detects opening of said throttle valve and an injector are disposed on opposite sides of a main body of the throttle body, and wherein a motor and an injector are disposed on opposite sides of the main body of the throttle body.

10. (Currently amended) A throttle body for controlling a plurality of throttle valves in an internal combustion engine, wherein a motor and an injector are disposed on opposite sides of a main body of the throttle body, at least two of the plurality of throttle valves are connected by a shaft, and each end of the shaft is rotatably supported through a bearing, and a throttle opening sensor that detects opening

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of at least one of the plurality of throttle valves and an injector are disposed on opposite sides of the main body of the throttle body.

11-12. (canceled)

13. (canceled)

14. (Currently amended) A throttle body for controlling a plurality of throttle valves in a multi-cylinder internal combustion engine, wherein each throttle valve is associated with a respective engine cylinder, and wherein at least two of the plurality of throttle valves are connected, thereby allowing engine valves in at least some of the cylinders in said multi-cylinder internal combustion engine to pause, and a throttle opening sensor that detects opening of at least one of the plurality of throttle valves and an injector are disposed on opposite sides of a main body of the throttle body.

15. (Original) The throttle body of claim 14, wherein the two throttle valves are connected by a shaft.

16. (Original) The throttle body of claim 15, wherein each end of the shaft is rotatably supported through a bearing.

17. (canceled)

18. (Original) The throttle body of claim 14, wherein a motor and an injector are disposed on opposite sides of a main body of the throttle body.

19. (Previously presented) An internal combustion engine, comprising:  
four engine cylinders;  
four throttle valves, each said throttle valve associated with a respective said engine cylinder; and

three motors for controlling the throttle valves, wherein two of the throttle valves are connected to and driven by a single one of the motors and each of the other two throttle valves are individually connected to and driven by a respective one of the

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other two motors.

20. (Previously presented) The internal combustion engine of claim 19, wherein the two throttle valves that are connected to and driven by the single motor are connected by a shaft, and further comprising a throttle opening sensor mounted on an end of the shaft and a throttle driving mechanism mounted on an opposite end of the shaft.

21. (Previously presented) The internal combustion engine of claim 20, wherein the single motor, the throttle opening sensor, and an injector are disposed on opposite sides of a main body of the two throttle valves driven by the single motor.

22. (Previously presented) The internal combustion engine of claim 19, further comprising engine valves in the engine cylinders associated with the two individually driven throttle valves, and wherein the engine valves can be placed in a pause state.